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SUMMER TRAINING IN 1960

Yorktown and Contract Schools, Site Training, Cruises Featured

YORKTOWN

On June 12, 1960, the first full summer training program opened at the Yorktown Reserve Training Center, with 267 officers and men reporting for the first of the six scheduled training periods.

This first training period continued

through all six periods--Port Security, Damage Control, Qualified Indoctration, Signalman (QM) and Engineman. Of the 1631 officers and

men trained during the summer, courses--417 officers in the first

two named and 957 men distributed among all five. The remaining six courses, offered from one to four courses - Inspector-Instructor,

Refresher, "Direct" Commissioned

and Military Justice. While the majority of trainees were drawn from the East Coast, 2nd and 9th districts, there was representation from the West Coast districts at several courses, and one each from the 14th and 17th districts attended the Dangerous Cargo course.

Perhaps the most unusual was the Dangerous Cargo course, designed to familiarize both commissioned and non-commissioned trainees with the handling and stowing of mili-

tary explosives and other dangerous cargo, and with the use of stevedore gear. Training was on a cooperative basis, with instruction provided both at Yorktown and at nearby Fort Eustis. Port facilities and the Landship at the latter command, as well as certain specialized instruction, were furnished through cooperation of the Transportation Training Command, U. S. Army Transportation Corps. In addition to the Coast Guard Reserve personnel attending the course, approximately 50 Regular Coast Guard personnel and 80 Army Regular and Reserve personnel attended the course.

For the first time, the course included both officer and enlisted personnel, accounted for some 40% of the total attendance at Yorktown. The course was divided into two phases. The first, for officers, stressed the duties and organization of a COTP, while the

second, for enlisted trainees, introduced the fundamentals of COTP work and the specific duties of COTP patrolmen. Wherever possible, the men were checked out on practical factors required for advancement to or in the ESG rating. Training included pier inspection field trips to Fort Eustis, and riot control and judo demonstrations by members of the 504th Military Police Company, Fort Eustis.

Another innovation was the En-

As We Start Our 8th Year

With this, the 7th anniversary edition and the first issue in Vol. VIII, we give you once again a summary of the past summer's training, in words and in pictures.

The response to earlier requests for pictures was gratifying--our only regret is that more of the many received could not be used. Space is limited, but a small percentage could be included.

The editor and the members of the Reserve Division once again take this opportunity to thank all who contributed stories and pictures over the

past year--and because this is a combined issue, to wish you all a Merry Christmas and a Happy New Year.

signed to familiarize enlisted men, whose previous experience had been

Guard and its mission. Classroom work covered Coast Guard history and tradition, organization and duties, and ship and boat types. Lectures were also given on pay, advancement and retirement. A field trip was made to observe operations at the Base, Portsmouth, and a cruise on the CGC CUYAHOGA provided on-the-job experience in deck seamanship, steering, damage control and CIC procedures.

Continued on p. 6

Plans Take Shape For Summer 1961

Spring will be here before we know it, and then summer - and time for the next tour of active duty for training. To help you plan ahead, here are tentative plans for the summer of 1961.

YORKTOWN

There will be five two week periods of training, beginning on 25 June, 7 July, 23 July, 6 August and 20 August. Quotas will be assigned only to the 1st, 2d, 3d, 5th, 7th, 8th and 9th districts.

Practical factors which cannot be accomplished at a Reserve Unit will be offered in the appropriate courses for advancement through first class in ESF, ESG, and ESY ratings, and through second class in EN, QMS, RD, SO, GM and FT ratings.

In addition to the courses listed below, on the job training, including practical factors completion, will be available for instructor-administrators in the following ratings: YN, SK, CS, HM, SD, JO, ESF, ESG, ESY, EN, QM, RD, SO, FT, GM, and BM. However, evaluative ACDUTRA for advancement to Chief Petty Officer will be available only in the ratings of YN, SK, CS and SD.

Enlisted (5 periods each)

1. Dangerous Cargo. Non-rated ORTUPS.
2. and men in ESG rating from ORTUPS.
3. Instructor Training. Enlisted personnel, particularly those with training or instructor assignments.
4. Fire Fighter. ESF ratings and strikers.
5. Leadership. Selected senior petty officers.
6. Engineman. FA, FN, EN3, EN2.
7. Quartermaster (Signalman). SA, SN, QM3, QM2.
8. ASW-CIC. RD and SO ratings and strikers.
9. Gunnery Training. ORTUAG gun crew personnel in ratings of BM, GM, FT and SN.

Officer

1. Direct Commission (3 periods only). Required of direct commission officers as prescribed in Reserve Instruction No. 6-60.
2. Command (2 periods only). Recently appointed and prospective

3. Officer Refresher (3 periods only). Deck officers (1100 designator) who have not had an extended assignment afloat within previous 3 years.
4. Dangerous Cargo (5 periods). Junior officers with little or no explosive loading background or experience.
5. Port Security (5 periods). Junior reserve officers with limited or no COTP or Port Security background or experience.
6. Instructor (5 periods). Members of ORTUs and particularly those with instructor or training assignments.

JACKSONVILLE

Training periods at Jacksonville will coincide with those at Yorktown. Training here will be limited to the 2d, 5th, 7th and 8th districts. Quotas will be filled by nonrated personnel except for a limited number of officers and petty officers who will act as company commanders, platoon leaders, MAA, etc.

ALAMEDA

1. Direct Commission (No. of classes to be determined). Required of direct commission officers as prescribed in Reserve Instruction No. 6-60.
2. Command (No. of classes to be determined). Recently appointed and prospective CO's, XO's and TO's of ORTUs.
3. Reserve Officer Leadership and ORTU Management (No. of classes to be determined). Particularly designed for 6x8 and 3x6 officers who are new to the Reserve program.

CONTRACT SCHOOL

1. Law Enforcement, San Jose (2 classes). Officers and enlisted personnel (E-6, E-7) who have not previously attended this course.

CRUISES

West Coast -

PONTCHARTRAIN

9 July, 6 August
MINNETONKA
23 July, 20 August

9 July

WINONA

Vision Requirements for Academy Misstated

In the September issue, the vision requirement was misstated last year to 20/30 each eye, correctible to 20/20.

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b

Military Ratings Revised for all Ratings

Personnel Instruction NO. 56-60, recently issued, publishes revised military requirements for advancement in rate for enlisted personnel.

No matter what your present rating, you will be expected to demonstrate your proficiency in all the qualifications for the pay grade to which you are advancing, as well as those for all lower pay grades.

This applies not only to practical factors, but to examination questions as well. In fact, every service-wide examination, beginning with April 1961, will contain 30 questions based on military requirements, and some of these will be on the subject of Leadership, which has not previously been included.

So "bone up" on your military requirements before next April and increase your chances of passing the examination.

WACHUSETT

9 July
GRESHAM
13 August

East Coast - Schedule not yet available

Notes: 1. All training conducted at Yorktown and Jacksonville will be of 13 days' duration. Trainees will report prior to 1600 on Sunday and will depart prior to 1800 on Friday.
2. Yorktown quotas will be given precedence over quotas for all other schools and district training programs.
3. The above training program is tentative and is subject to change.

ROPA Amended by PL 86-559

"To provide for the promotion, precedence, constructive credit, distribution, retention, and elimination of officers of the Reserve components of the Armed Forces of the United States, and for other purposes." This is the title of an Act which is commonly known by its short title as "Reserve Officer Personnel Act of 1954." It was PL 83-773, approved 3 September 1954. Its effective date, however, was 1 July 1955. Before the effective date of the Reserve Officer Personnel Act, it was further amended. Thus, the amendments by PL 115, 84th Congress, 1st Session, became, for practical purposes, a part of the original Act.

The Coast Guard sections of ROPA were codified in Title 14, U.S. Code, by the Act of 2 September 1958 which was PL 85-861.

On 30 June 1960 by PL 86-559, Titles 10 and 14, U.S. Code, (ROPA) were further amended. There follows a brief summary of the changes and amendments to Title 14, U.S. Code, insofar as it affects the Coast Guard Reserve.

Section 772 was amended by first, reducing the total authorized number of officers in an active status from 6,000 to 5,000; second, permitting the application of permanent grade percentages to the authorized number (5,000), in lieu of the actual number on board; and third, changing the permanent grade percentages in the grades of captain and below to the Navy percentages (10 USC 1457(b)).

3 SEP 1954 30 SEP 1960

CAPT	0.6	1.5
CDR	3.5	7.0
LCDR	25.0	22.0
LT	37.0	37.0
LTJG & ENS	33.9	33.5

Section 772 was amended by re-

A new Section, 787 (a), was added. It authorizes the Secretary to convene boards for attrition purposes whenever he determines there is an excessive number of officers in an grade. The numbers in any grade are such that the normal flow of promotion.

Regulations under Section 787 (a) are being promulgated which will

UNIT NEWS

Attendance - August 1960

National Average	84.1%
Highest District: 13th	86.3
Highest ORTUPS:	
12-741, Santa Rosa, Calif.	100.0
Highest ORTUAG:	
11-203, Huntington Park, Calif.	95.3
Highest ORTU, other:	
MOBDET 01-526, Boston, Mass.	100.0
MOBDET 02-227, St. Louis, Mo.	100.0

Attendance - September 1960

National Average	84.6%
Highest District: 13th	87.9
Highest ORTUPS:	
12-741, Santa Rosa, Calif.	97.2
Highest ORTUAG:	
09-223, Lansing, Mich.	100.0
Highest ORTU, other:	
MOBDET 02-227, St. Louis, Mo.	100.0
ORTU 02-103 St. Paul, Minn.	100.0
MOBDET 03-423, New York, N. Y.	100.0
ORTUR 05-409, Norfolk, Va.	100.0
MOBDET 11-294, Long Beach, Calif.	100.0
ORTUR 12-355, Alameda, Calif.	100.0
ORTUR 13-938, Seattle, Wash.	100.0

Commissioned

ORTUAG 02-330 (Unit 11), Kansas City, Mo., 29 October 1960 as a weekend unit. CO - CDR James V. Van Fleet, Knoxville, Tenn.

7 November 1960 as a weekly unit. CO - CDR John M. Johnson.

limit the categories of officers who may be considered by such boards, when and if it becomes necessary to convene them. This new section of law is similar to Army, Navy, Marine Corps, and Air Force sections which were originally enacted in ROPA.

1960 Appointments To Warrant Grade

Only six applicants for warrant officer survived the examinations to be considered by the 1960 W-1 selection board. All six have been tendered permanent appointments as warrant officer W-1, U. S. Coast Guard Reserve. In order of precedence they are:

Boatswain (Port Security)

Williams, James J. III, ORTUPS
BMC 07-195

Boatswain (Deck)

Belt, Robert H., BMC ORTUPS
05-148

Machinist

Wheeler, Frederick C., ORTUPS
MMC 11-316

Ship's Clerk

Van Winkle, Ernest L., ORTUR
YNC (IMO) 12-428

Eaton, Nelson W., YNC ORTUPS
05-146

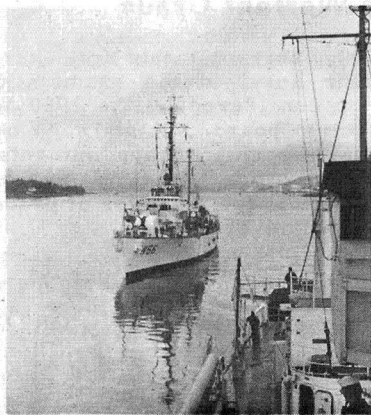
Hindle, Reginald R., AOC ORTUPS
05-045

On a CPO Waiting List? ... Apply for W-1

The door to advancement is not closed if you have passed the GPO examination but have not been advanced because of lack of vacancies. It is not necessary to be a CPO to need for warrant grade. All you need to do is pass the chief's exam, and meet the other W-1 requirements. Another thing to remember is that you may apply for appointment in any of the specialties listed, even though it may not be the normal path of advancement for your rating. Open specialties are:

Boatswain (1100 - Deck)
Boatswain (2500 - Port Security)
Machinist (2000 - Assistant Engineer)
Radio Electrician (1500 - Communications)
Radio Electrician (4000 - Electronics Engineer)
Ship's Clerk (5000 - Administration)
Supply Clerk (9200 - Finance)

FROM ALASKA TO MIAMI, AFLOAT AND ASHORE



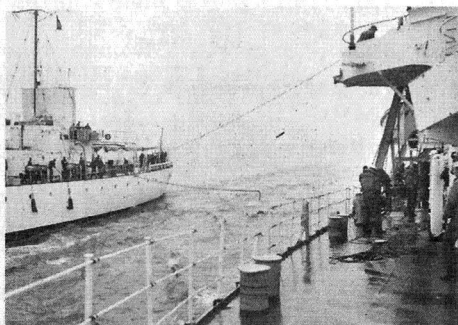
USCGC KLAMATH COMING ALONGSIDE WINONA, IN KETCHIKAN



CAPT. S. G. GUILL, USCG, CO OF USCGC WINONA



STATIONKEEPING, USING STADIMETER, ABOARD WINONA



HANDLING HI-LINE FROM KLAMATH ABOARD WINONA



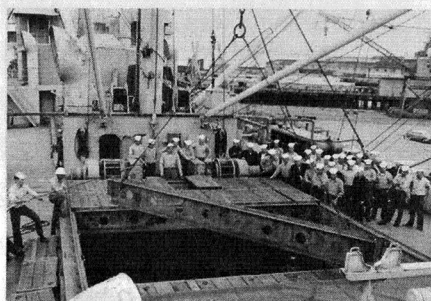
MENDENHALL GLACIER POSES FOR 11th DISTRICT RESERVISTS



LIBERTY MEANS SIGHTSEEING, IN ALASKA



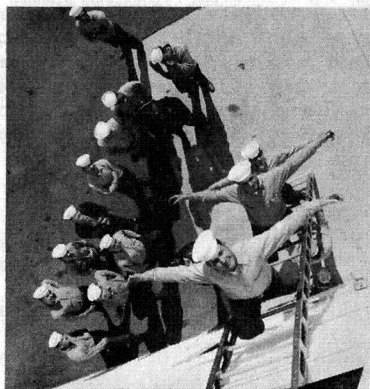
IT'S ALL PART OF TRAINING AFLOAT



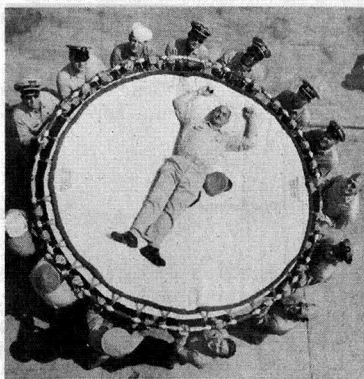
TRAINEES TAKE TURNS HANDLING GEAR AT CARGO LOADING SCHOOL, OAKLAND



PORTUR MEMBERS AT CGAS, SAN DIEGO, LEARN HOW TO LIFT AN INJURED PERSON IN A BASKET HOIST



RESERVE PORT SECURITY PERSONNEL DEMONSTRATE CONFIDENCE AND AGILITY ON FIRE LADDERS AT THE OAKLAND FIRE COLLEGE

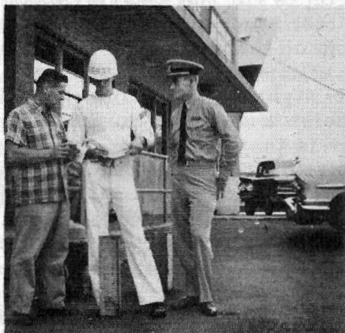


PRACTICE IN HANDLING LIFE NETS AT FIRE FIGHTING SCHOOL, U. S. C.



LAW ENFORCEMENT TRAINEES AT SAN JOSE STATE COLLEGE POLISH UP ON MARKSMANSHIP

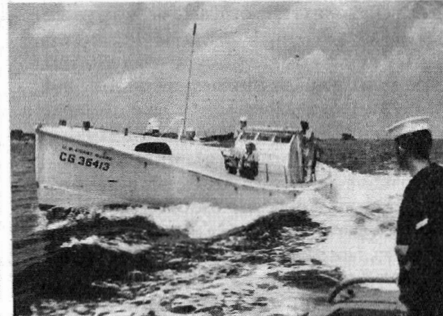
RESERVISTS LEARN BY DOING



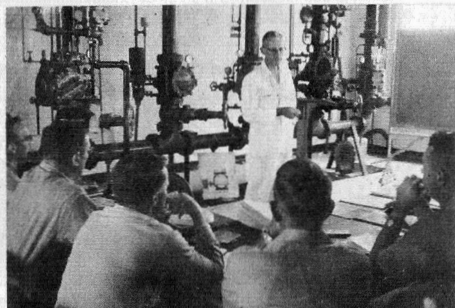
TRAINEES PARTICIPATE IN SHORESIDE SURVEILLANCE ACTIVITIES IN BOSTON



FIRST DISTRICT RESERVISTS 'STUDY' LIFE SAVING AT FIRST HAND



INSTRUCTION IN BOAT HANDLING AND PILOTING AT CASTLE HILL LIFEBOAT STATION



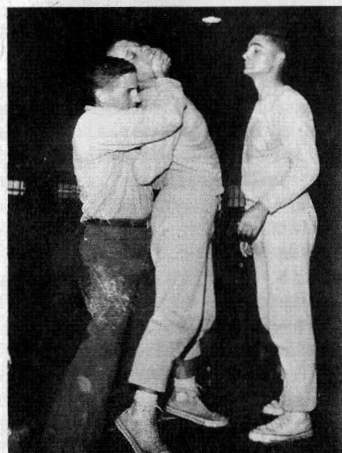
FIRE PREVENTION EQUIPMENT IS STUDIED AT U. OF MD. ADVANCED FIRE FIGHTING COURSE



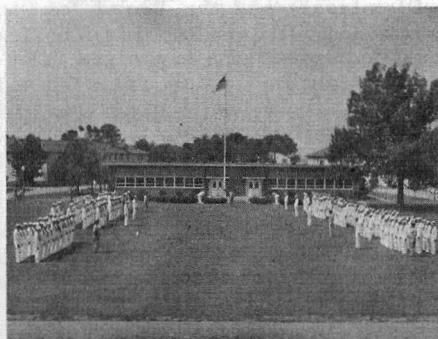
CHECKING SHIELDING EFFECTS OF MATERIALS WITH RADIOLOGICAL MONITORING DEVICES, U. OF MD.



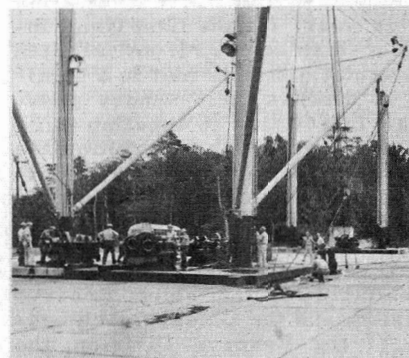
MOREHEAD CITY RESERVISTS FIRE AT MCAS, CHERRY POINT, UNDER MARINE CORPS INSTRUCTOR



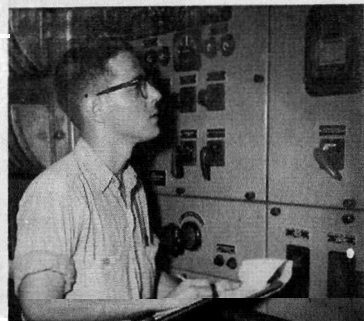
A YORKTOWN TRAINEE PRACTICES A 'MOVE ALONG' HOLD UNDER THE WATCHFUL EYE OF THE SENIOR INSTRUCTOR, 504TH MP CO., FORT EUSTIS, VA.



SIXTH SUMMER TRAINING CLASS, YORKTOWN, MUSTERS ON PARADE GROUND



MIXED TEAMS OF ARMY AND COAST GUARD TRAINEES PRACTICE ON THE STEAM WINCHES AT FORT EUSTIS (U. S. Army Photograph)



RECORDING GAUGE READINGS, MAIN CONTROL PANEL, ABOARD SEBAGO



STANDING LOOKOUT WATCH, SEBAGO



CAPT E. T. JONES, USCG, 7th DISTRICT OPERATIONS OFFICER INSPECTS RESTRAGRU #2, JAX (U. S. Navy Photograph)

For the fourth consecutive year an east coast indoctrination course was offered for direct commissioned officers whose previous service did not include active duty as Coast Guard or Navy officers. Trainees received classroom instruction similar to that given in the enlisted indoctrination course, but with additional work in Navigation and Military Justice. Practical experience included small arms firing, firefighting and physical education, and a cruise on the CUYAHOGA offered practice in piloting, rules of the road, deck seamanship, small boat handling and underway watch standing.

The Command School, begun at the Academy in 1956 and moved to Yorktown in 1959, again convened this year, in the first four 2-week periods. In all, 77 prospective or recently assigned CO's and XO's attended the four sessions. Classroom time was devoted to lectures, informal discussion and observation of other classroom training and practical training. One of the most valuable experiences in this course was the exchange of ideas and information between officers from different types of units and different geographical areas.

This year, for the first time, Inspector-Instructors from all ten continental districts met in a seminar to discuss their sundry problems. In addition to meeting daily as one group, three committee groups were appointed to deliberate and prepare recommendations for the improvement and standardization of the Reserve Program. Chief of the Reserve Program, Guest speakers were featured on most Division, and the Chief of each section of the Reserve Division; the Chief, Port Security and Law Enforcement Division; a representative of the War Plans Section; an area Headquarters and the Reserve

Training Center.

A new opportunity was offered this year for officers who had been "out of touch" with shipboard routine to attend one of three sections of an Officer Refresher Course. Much time was spent in regaining proficiency in Navigation, Seamanship, Rules of the Road and CIC, with additional instruction given in Communications, Leadership and the Coast Guard Law Enforcement mission. Practical work was done in small arms firing, firefighting and water safety, and a day was spent underway on board the

CGC CUYAHOGA to provide practice in watch standing underway.

The primary purpose of the course in Merchant Marine Safety, also offered this year for the first time, was to familiarize reserve officers with the Coast Guard's Law Enforcement responsibilities and the methods employed in this field. Emphasis was placed on investigation of misconduct and casualty cases and on material inspection of vessels, with maximum use of trainees' experience through informal class discussion. Highlights of the course were a demonstration of procedures in handling a simulated case of investigation, biennial examination of a freighter, and an all-day tour of the principal shops of the Newport News Shipbuilding and Dry Dock Company.

The course in Military Justice, another "first" in reservetraining, was established to instruct Reserve officers who may be required to take part in Courts-Martial proceedings. Instruction included lectures, films, directed reading and actual trial of a simulated court-martial case, with special emphasis on the Punitive Articles, Code of Military Justice, Rules of Evidence, Public Law 108, the Board of Review of Discharge and Dismissals and the Board for Correction of Military Records. The course concluded with exercises in trial procedures, which required trainees to "role play" in various capacities in Special and General Courts-Martial cases under controlled conditions. RADM K. S. Harrison, then Commanding Officer of the Legal VTU in Washington and Chief Counsel at Coast Guard Headquarters, and two members of the Legal Unit conducted the course.

To provide practical factors training in the Engineman and Quartermaster-Signalman ratings, for which there is a need in the reserve program, courses in these ratings were established for each of the six periods in the summer program.

Men in the Engineman course first were instructed in safety, use of special tools and shop maintenance. They then began disassembling engines part by part and system by system under supervision and instruction of experienced engineman. During the second week the reassembly of the engines was undertaken, culminating in the operation and tuneup of each engine by the team of trainees who had been working on it. Additional practical instruction was also provided on the late, water and fuel oil testing, fire fighting and water safety. Practical factors were checked off for

individuals to the maximum extent possible.

Trainees in the Quartermaster-Signalman course spent the greater portion of their time in improving their efficiency in three types of visual signalling - flashing light, flag hoist and semaphore. To lend reality to the instruction, two mock-ups of ship masts, four flag bags and four 12-inch signal searchlights were used. Training here also culminated in a cruise on board the CGC CUYAHOGA, where trainees stood quartermaster-signalman watches underway and performed all duties pertaining to their rate.

DISTRICT TRAINING

Because of the distances involved, only a handful of reservists from the west coast districts were able to participate in the various programs offered at Yorktown. Consequently the training programs developed by these districts in previous years were continued and expanded during 1960.

In the 13th district the largest group of men reported to the Port Security Unit, Portland, Oregon, where 196 reservists not only received on-the-job Port Security Training but were also able to complete many of the practical factors required for individual advancement. In addition, specialty training was provided at a number of operating units within the district. Sixty-five EN's and strikers at Base, Seattle, received on-the-job training in maintenance and overhaul of the 40' UT boat and repair Point Adams Lifeboat Station pro-

vided operational training for 50 enlisted reservists while the office of the Director of Reserve provided YN training for 11 men. The Air Station, Port Angeles was the site of RCC training for members of ORTUR 13-938, as well as HM 937 followed the program estab-

lished for all Electronics units this year and put in two weeks of intensified study on their "home grounds," combined with field trips to operating units and opportunity for completion of practical factors.

In the 12th district, training was Alameda, where 410 reservists received Port Security and specialty training, and in addition two sections each of the Command School and Direct Commissioned Officer School were held. The latter schools enrolled a total of 78 officers and were similar in scope to those held

at Yorktown for East Coast districts. Officer trainees represented the 3rd East Coast Districts and the western section of the 2nd district. Port Security and Specialty training, however, were offered for reservists from the 12th district only. General training included infantry drill, calisthenics and military requirements for all hands with rate training classes in both Emergency Service and General ratings. The YN-SK school was conducted as a separate function within the school, as was the ET training for members of the ORTUEL. In addition, individual on-the-job training was accomplished by nearly 100 officers and men at COTP, San Francisco; Base, Alameda; Air Station, San Francisco; and at the 12th District Office.

Summer training in the 11th district included a Yeoman School, which operated 5 periods at the Base Terminal Island, training 15 reservists in each 2-week period; a training program at the Air Station, San Diego, for members of ORTUR 11-299; and site training for members of ORTUEL 11-434 at the USNRTC, San Pedro. ORTUEL personnel were berthed and messed at the CG Base and used the facilities provided for the Port Security training program, as well as undergoing intensive training in their own laboratory. The RCC training provided the ORTUR members included flights in various types of aircraft, field trips, and participation in SAR incidents under supervision of personnel regularly assigned to the Coast Guard Air Station. The 5 periods of Port Security training each included a week of rating training and a week of Team Training, working with personnel of the COTP, Los Angeles-Long Beach, in shoreside surveillance, dangerous cargo patrol, and operation of the 40' Patrol Boats.

The 2d and 9th districts again joined forces in a training program at the Naval Training Center, Great Lakes, where approximately 100 men from each district received Port Security training.

These two districts, as well as the 5th, 7th and 8th, utilized the facilities at Jacksonville and Yorktown for the bulk of their planned training. With one or two exceptions, the balance of the active duty for training performed during the summer was individual, on-the-job training at operational units within the district. ORTUELS 09-158 and 05-144 performed their active duty for training as units at their respective training centers, using the

period for intensified study and laboratory practice, field trips and completion of military requirements practical factors.

One other unit in the 5th district, ORTUPS 05-758, Morehead City, N. C., performed active duty for training as a unit at its training site. The training began with the Unit Telephone Mobilization Plan on Sunday, to determine the approximate time required for mobilization in event of an all-out emergency. All hands were accounted for within 2½ hours after the first telephone call.

The 5th district also sponsored a two-week Intelligence course at the Army Intelligence School, Ft. Holabird, Md. This course, attended by 49 officers and petty officers from the 1st, 3d and 5th districts, provided training in General Investigative Procedures, Countersabotage, Counterespionage, orientation in Coast Guard Intelligence, and other facets of Military Intelligence.

In the 3d district, personnel from Port Security units were assigned to Group Commanders, Atlantic City, Cape May, New London, Sandy Hook, Short Beach and New York, for both general port security and on-the-job training.

Base Boston and Castle Hill Lifeboat Station, Newport, R. I., were the sites of Port Security training in the 1st District. In Boston, emphasis was on training in peacetime port security duties, while at Newport personnel were trained in wartime port security functions.

SPECIAL AND CONTRACT SCHOOLS

Law Enforcement

The two eminently successful Law Enforcement Schools conducted at San Jose State College and Indiana University in 1959 were again offered in 1960, each school convening for two 2-week periods. San Jose trained a total of 71 officers and petty officers, while 56 participated in the training at Indiana.

Structural Fire Fighting

With the completion, in the summer of 1959, of the third successive year of training in Basic Fire Fighting for East Coast reservists, an opportunity was offered this past summer for previous trainees, both officer and petty officer, to take a more advanced program at the University of Maryland. A course in Advanced Structural Fire Fighting convened on 17 July

at the University of Maryland, with 24 trainees representing East Coast, 2d, and 9th districts. The course began with a brief review of the basic material and continued into lectures, films, demonstrations, and field trips covering the more advanced phases of prevention, protection, inspections, equipment and investigations.

Since Basic Structural Fire Fighting had been offered only once before on the West Coast, the course at San Jose State College was repeated, with 49 trainees enrolled in the 2 classes held during July.

Instructor Training

Navy Schools have been able to provide Instructor Training to many Coast Guard Reservists. However, since a majority of reservists can perform active duty for training only in the summer months, it has not always been possible to provide this training for many otherwise well-qualified reservists. To alleviate this situation, a Coast Guard Reserve Instructor Training Course was established by the 9th District at the State Teachers College in Oswego, New York. Two classes of officers and 2 of enlisted personnel were held, with trainees from the 1st, 2d, 5th and 9th districts. Both students and staff were most enthusiastic about the program, and reports have been received that improvement has already been shown in the training programs of units which were represented. It might be added here, that apparently even the staff had some free time - one staff instructor met a charming member of the College Staff, they saw stars in each others eyes, and shortly after school closed were married!

JACKSONVILLE

Despite the large groups from the East Coast, 2d and 9th Districts who participated in Port Security Training at Yorktown, a great many also received Port Security training during the summer program conducted at the Coast Guard Reserve Training Detachment, Naval Air Station, Jacksonville, Florida.

Beginning in June, five training groups participated in the program, convening on 19 June, 10 July, 24 July, 7 August and 21 August. The first group was comprised entirely of officers and men from the 5th District, while all succeeding groups included trainees from the 1st, 2d, 7th, 8th and 9th districts. In all, 1096 officers and men spent two weeks each at "JAX."

Continued on p. 8

CRUISES

Shipboard training during the summer for the most part followed a pattern similar to previous years. However, 5th District personnel did not train aboard one of the large cutters, but rather trained individually aboard buoy tenders based in 5th district ports. Seventeen cutters made a total of 20 cruises during the summer months, training 1200 officers and men.

Cruise reports were, on the whole, excellent. Commanding officers of the cruise ships commented frequently on the state of training of the reservists and on the fine spirit they showed in assuming their individual responsibilities on the cruise. On the other side of the coin, there seemed to be more than the usual number of comments by reserve officers on the acceptance of the trainees by the regular crew members and on the latter's all-out efforts to afford the best possible training.

For the most part reserve trainees were integrated into the ships' companies, either filling vacant billets, or being assigned "cruise mates" participated in drills and generally "learned by doing." Each reserve officer was assigned a regular officer as a mentor each day for lectures, formal rate instruction and completion of practical factors. In addition to the normally expected drills, several cruise ships were able to schedule day or night ditch drills with Coast Guard aircraft. Others conducted surface firing exercises and battle problems, one participated in an actual search for a reported lost boat, and KLAMATH and WINONA, cruising together, were able to conduct both high line and towing exercises.

But the cruises were not all work - ten of the cruise ships visited ports outside the Continental United States, with liberty enjoyed by all trainees. COOK INLET was assigned SAR duty at Bermuda, and as was done last year, the first groups of

trainees were returned to their port of embarkation by the same Coast Guard aircraft which had brought to Bermuda the personnel assigned

to the second cruise.

Other interesting spots visited on these cruises included various ports in Alaska, visited by KLAMATH, WINONA and WACHUSSETT; Esquimalt, British Columbia, visited by MENDOTA and

Teamwork Did It

"Water, water everywhere, but none that's fit to train on."

The Ancient Mariner might have blinked his eyes in wonder at that paraphrase, but for ORTUPS 12-923 at Salt Lake City, Utah, lack of training facilities, including water, were problems from the outset of the unit's commissioning in 1957.

But teamwork solved the problem. The Ancient Mariner also might have been unable to comprehend how quickly the Coast Guard unit turned into "infantry," utilizing the facilities of three other armed services.

First, a U. S. Marine Corps sergeant was "borrowed" to teach elements of dismounted drill and the manual of arms.

The Navy kindly contributed space for offices and classrooms in its large headquarters building at Fort Douglas, east of Salt Lake City proper. The Army supplied the facilities of the Fort's firing range, both for .45 cal. pistol and M-1. With Bravo flag flying, the stark contrast

of the Coast Guard's summer whites milling with the Army's olive drab fatigues brought suppressed shudders from old Army sergeants until they came to accept the innovation.

In the Navy's building, pictures of WPGs were soon replacing the Navy's DDE and CVAs. Civilians took part in the formation and continuation of the infant unit. Caterers brought meals on weekend drills. A Judo expert taught the "manly art of self-defense," and Salt Lake's Skousen, talked on the dangers of communism.

Presently, the active unit boomed to a total of 116 men and eight officers, from the bare handful that started with LCDR G. E. Bourne, chief of the organization and command officer.

Now, one may hear "Semper Paratus" with an occasional snatch of "Semper Fidelis," "Anchors Away," and "The Caissons Go Rolling Along."

Teamwork everywhere is your nearly universal "in Salt Lake City--can be utilized everywhere. Has your unit tried it?"

Quebec City and Montreal, Quebec, visited by BISH; Nassau, Bahamas, visited by SPENCER; and St. Thomas, ANDROSCOGGIN.



"COMBINED OPERATIONS" SEND SLUG SPEEDING TO TARGET. C. W. FEHR, SN, of Coast Guard Reserve ORTUPS 12-923, fires Navy .45 pistol on Army range at Army targets.

Training Requirements Reduced for RB's

The training requirements for RB's (those who were less than 18½ years of age when they enlisted) have been reduced from 7½ to 5½ years of unit training, for the last two years of their service. This reduction is a result of the fact that the training requirements for all 6x8 enlisted personnel regardless of their ages on enlistment.

This change, which will appear in the first amendment to the Administrative Manual, equalizes the training requirements for all 6x8 enlisted personnel regardless of their ages on enlistment.

The Coast Guard RESERVIST

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